

Fuel oil non-availability report

NOTE: Send this report via email to: [[HYPERLINK "mailto:marine-eca@epa.gov"](mailto:marine-eca@epa.gov)]

| | | | | | |
|---|---|---------------------------|---|--|---|
| Name of Vessel: ALPINE LOYALTY | | Flag: SINGAPORE | | | IMO Number: 9430284 |
| (if other relevant registration # enter here) :Official Number | | | | | |
| Provide a description of the vessel's voyage plan in place at the time of entry into the North American ECA (Attach copy of plan if available) : | | | | | |
| VESSEL LOADED A CARGO OF FUEL OIL AT SAINT JOHN, NB. AND PROCEEDED TO JACKSONVILLE, FL, SAVANNAH, GA AND CHARLESTON, SC TO DISCHARGE THE CARGO. (VOYAGE PLANS ATTACHED) | | | | | |
| Port of Origin: | SAINT JOHN, NB | Date: | DECEMBER 24, 2013 | | |
| Port of Destination: | JACKSONVILLE, FL, CHARLESTON, SC SAVANNAH, GA | First US port of Arrival: | JACKSONVILLE, FL | | |
| Date vessel first received notice that it would be transiting in the N. American ECA: | | | | | DECEMBER 12, 2013 |
| Vessel's location at the time of notice: | | NEW YORK, NY | | | |
| Date/Time ship operator expects to enter N American ECA: | | | VESSEL HAS BEEN IN ECA SINCE MID-SEPTEMBER 2013 | | |
| Date/Time ship operator expects to exit N American ECA: | | | UNKNOWN | | |
| Projected days ship's main propulsion engines will be in operation within N American ECA: | | | | | AT LEAST 21 DAYS |
| Sulfur content of fuel oil in use when entering and operating in the N American ECA: | | | | | CURRENTLY 0.96%, WHEN THIS RUNS OUT, VESSEL WILL SWITCH TO 2.79% |
| Provide a description of actions taken to attempt to achieve compliance prior to entering North American ECA, including a description of all attempts that were made to locate alternative sources of compliant fuel oil, and a description of the reason why compliant fuel oil was not available: | | | | | |
| <p>THE VESSEL DISCHARGED HER PRIOR CARGO IN NEW YORK ON DECEMBER 12 AND PROCEEDED TO SAINT JOHN, NB TO LOAD THIS CURRENT CARGO FUEL OIL. THE VESSEL ARRIVED IN SAINT JOHN WITH MORE THAN ENOUGH COMPLIANT FUEL OIL TO COMPLETE A TYPICAL VOYAGE, HOWEVER THE VESSEL WAS DELAYED AT ANCHOR FOR OVER A WEEK BEFORE BERTHING AND LOADING, WHICH CONTRIBUTED TO ADDITIONAL CONSUMPTION OF THE COMPLIANT FUEL OIL. THERE IS NO FUEL OIL AVAILABLE IN SAINT JOHN. ON DECEMBER 27TH, THE VESSEL RECEIVED ORDERS TO DISCHARGE THE FIRST PARCEL IN JACKSONVILLE, FL (ORIGINALLY CHARLESTON, SC WAS THE FIRST PORT OF CALL). ETA TO JACKSONVILLE IS 28TH/1100 HRS AND VESSEL EXPECTS TO RUN OUT OF COMPLIANT FUEL OIL EARLY AM 28TH, SO JUST PRIOR TO ARRIVAL. WE WILL REPLENISH THE COMPLIANT FUEL OIL IN JACKSONVILLE.</p> <p>NOTE: Compliant fuel oil was supplied after completion of discharge operations in Jacksonville, and vessel commenced using this compliant fuel at 1300hrs/29December. Total system was free of non-compliant fuel oil at 1630hrs/29December.</p> | | | | | |

Fuel oil non-availability report

NOTE: Send this report via email to: [[HYPERLINK "mailto:marine-eca@epa.gov"](mailto:marine-eca@epa.gov)]

| |
|--|
| |
|--|

| Name of suppliers contacted: | Address: | Date of contact: | | |
|--|---|------------------|--|--|
| IRVING OIL | PO Box 1421 Saint John, New Brunswick E2L 4K1 | DEC 13, 2013 | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| In case of fuel oil supplied disruption only | | | | |
| Name of port at which vessel was scheduled to receive compliant fuel oil: | N/A | | | |
| Name of the fuel oil supplier was scheduled to deliver (and now reporting the non-availability): N/A | | | | |
| | | | | |

| If Applicable |
|---|
| Describe any operation constraints that prevented using available compliant fuel oil (e.g. with respect to viscosity or other fuel oil parameters): |
| N/A |

Fuel oil non-availability report

NOTE: Send this report via email to: [[HYPERLINK "mailto:marine-eca@epa.gov"](mailto:marine-eca@epa.gov)]

| |
|---|
| |
| Specify steps you have taken, or are taking, to resolve these operational constraints that will allow you to use all commercially available residual fuel oil blends: |
| N/A |

| | | | | | | | |
|---|------------------|---|--|---------|----------|----------------------|---|
| Describe availability of compliant fuel oil at the first port-of-call in the United States, and plans to obtain that fuel oil: | | | | | | | |
| The first port of call in the USA is Jacksonville, FL. There was compliant fuel oil available and this was supplied via barge after the completion of cargo discharging operations. | | | | | | | |
| If compliant fuel oil is(was) not available at the first port-of-call in the United States, list the lowest sulfur content of available fuel oil(s) or the lowest sulfur content of available fuel oil at the next port-of-call in the United States: | | | | | | | |
| | | | | | | | |
| List below U.S. ports visited in the last 12 months: | | | If vessel or owner/operator has submitted a Fuel Oil Non-Availability Report to the United States Government in the previous 12 months, list the number of Fuel Oil Non-Availability Reports previously submitted and provide details on the dates and ports visited while using non-compliant fuel oil: | | | | |
| Name | Date | Did vessel use compliant fuel oil? (yes/no) | | | | | |
| a)New York | Dec8-12, 2013 | Y | Report | Date | Port | Type of Fuel | Comments |
| b)Philadelphia | Nov30-Dec2, 2013 | Y | 1) | 5/15/13 | NEW YORK | 1.94%-2.33% FUEL OIL | WE ARRIVED FROM EUROPE WITH NON COMPLIANT FUEL OIL, AND SUPPLIED COMPLIANT FUEL OIL AT FIRST PORT OF CALL IN USA (NEW YORK) |
| c)New York | Nov27-29, 2013 | Y | 2) | | | | |
| d)New York | Nov17-21, 2013 | Y | 3) | | | | |
| e)New York | Oct28-Nov1, | y | 4) | | | | |

Fuel oil non-availability report

NOTE: Send this report via email to: [[HYPERLINK "mailto:marine-eca@epa.gov"](mailto:marine-eca@epa.gov)]

| | | | | | | | |
|---|----------------|-------------------------|--|----------------------------|--|------------------------------------|--|
| | 2013 | | | | | | |
| f)Paulsboro | Oct12-14, 2013 | Y | | | | | |
| g)New York | Sep14-18, 2013 | Y | | | | | |
| j)New York | Aug26-31, 2013 | Y | | | | | |
| i)Houston | Jul29-31, 2013 | Y | | | | | |
| k)Brownsville | Jul24-28, 2013 | Y | | | | | |
| Ship Master Name: | | Captain Md. Hasan Zahid | | Ship Operator Name: | | ST Shipping and Transport Pte Ltd. | |
| Legal Agent in the U.S.: | | | | Ship Owner Name: | | Transpetrol | |
| Name of designated Corporate Official: | | | | | | | |
| Address (Street, City, Country, Postal Code): 301 Tresser Blvd. Stamford, CT 06901 | | | | Tel. Num.: 203 328 2800 | | | |

I hereby certify under penalty of law that the statements and information made herein are, to the best of my knowledge and belief, true and complete. I am aware that there are significant penalties for knowingly submitting false statements and information, including possibility of fines and imprisonment pursuant to 18 U.S.C. 1001

| | | |
|-----------|--------------------------------------|------------------------------|
| Signature | Print Name MATTHEW MACIEJEWSKI | Date December 27, 2013 |
|-----------|--------------------------------------|------------------------------|